

IDAHO TRANSPORTATION DEPARTMENT

DISTRICT THREE

SOUTHERN AREA

*(ADA, ADAMS, BOISE, CANYON, GEM, ELMORE, OWYHEE,
PAYETTE, VALLEY & WASHINGTON COUNTIES)*

Project Report



May 2009

Current Report: Fiscal Year 2009-11

Projects In Design/Development

Legend

NEPA – National Environmental Policy Act

PS&E – Plans, Specifications & Estimates

(design phase is complete and project is ready to advertise to potential contractors)

The GARVEE Transportation Program uses funds from **Grant Anticipation Revenue Vehicle** bonds to expedite needed interstate improvements.



Ada County

Idaho 16, Intersection of Floating Feather Road

- A turn bay will be added at this intersection to serve north- and southbound traffic. This highway connects Gem and Ada counties. The once-rural area is changing from farms and orchards to subdivisions and businesses. Increased traffic is creating safety and congestion concerns. A 10-foot box culvert exists within the projects limits and will be extended on both sides of Idaho 16 to allow for the lane addition. The project is scheduled to be advertised with contractor bids opened this spring, and built in the fall of 2009.

Idaho 16, Interstate 84 to Idaho 44 Environmental Study (GARVEE)

- This project will preserve a corridor for the future 7.5-mile-extension of Idaho 16 to I-84. As western Ada and eastern Canyon counties develop, the ability to move north-south traffic is a primary concern. The project will provide a vital north-south link in the Treasure Valley. Three possible routes are being considered, with the east and west end points still in question. Numerous preparatory reports are scheduled to be completed by April 2010. Additional funding must be identified for right-of-way purchase, design and environmental work, and construction. A public meeting in late May will gather comment on the Idaho 16, Idaho 44 to Interstate 84 proposed location, design and Draft Environmental Impact Statement.

U.S. 20/26, Corridor Preservation

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The majority of this corridor is a two-lane rural roadway with a 55 mph speed limit. The land use along the roadway is mainly agricultural; however, an increasing number of residential subdivisions are being constructed. Right-of-way costs along U.S. 20/26 are escalating. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor.

Idaho 21, Jct. I-84 to Federal Way and Diversion Dam to Sandy Point

- These companioned projects will rehabilitate the pavement on Idaho 21 from its junction with Interstate 84 to Federal Way, and the two-mile stretch from Diversion Dam to Sandy Point. The project will extend the life of the roadway and create a smoother ride for motorists. In addition, ITD is in the process of obtaining a cooperative agreement from Ada County to overlay a portion of the bike path running parallel with the eastbound lane from Diversion Dam towards Sandy Point. This agreement is only for the part of the path that runs on the same elevation with Idaho 21. The bike path will be closed for 3-5 days during

this work, and every effort will be made to re-open the path as soon as possible. The bike path work will be scheduled before the overlay. Construction is anticipated in July.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. Idaho 44 lies in an important east/west corridor that connects Ada and Canyon counties. Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties. Land along the highway is being developed at a rapid rate. Farms and dairies are becoming subdivisions and businesses, creating more traffic. The project also includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Open houses were held in Eagle Feb. 11 and Middleton Feb. 12, attended by more than 200 people.

Idaho 55, Westbound Ramps to Fairview

- This is a pavement rehabilitation project on Eagle Road (Idaho 55) between I-84 and Fairview Avenue. Final design of the project has begun. The project is scheduled to be advanced to the PS&E phase in Sept. 2009 and built in 2010.

I-84, Garrity to Meridian (GARVEE)

- The only project still in development is a right-of-way acquisition and three water-retention ponds.

I-84, Ten Mile Interchange, Meridian (GARVEE)

- This project will construct a full Single-Point Urban Interchange (SPUI) at Ten Mile Road, to replace the bridge built in 1964. The project is being developed to relieve congestion at the Meridian Interchange and provide local access to the growing area west of Meridian Road. The project should be advertised to potential contractors starting April 11. Construction is planned to start in July 2009 and run through late 2011. ACHD and the city of Meridian have agreed to the closure of Ten Mile Road during construction, which should save months off the project duration.

I-84, Cloverdale Underpass Bridge

- This is a bridge-deck rehabilitation project for the bridge, built in 1966. The top inch of the old surface will be removed, and two inches of new material put down. Construction is scheduled for 2011.

I-84, Five Mile Underpass Bridge

- This is a project to rehabilitate and resurface the Five Mile Bridge over I-84, starting in June. The project will rehabilitate the bridge deck, repair badly cracked surface pavement, extend the life of the structure and provide a smoother ride to motorists. The bridge will be closed during construction, which will result in a quicker, less-costly project since standard construction costs like temporary traffic signals and traffic flaggers are not needed. The bridge, built in 1966, carries more than 18,000 vehicles a day. By 2031, average daily traffic is projected to exceed 19,250. The bridge is part of a heavily traveled north-south corridor in west Boise, adjacent to residential, retail and business centers, making it an important transportation link. Construction is expected to take less than 30 days.

I-84, Cole Interchange to Broadway Interchange freeway Widening (GARVEE)

- This project rebuilds and widens 3.5 miles of I-84 to four lanes in each direction from the Cole Interchange to the Broadway Interchange, adding two new lanes each way. Widening will occur in the median area of the existing roadway and will include a permanent median barrier separating traffic to improve safety. Project advertisement is expected in June, with construction beginning in fall 2009.

I-84, Vista Avenue Interchange (TIGER)

- This project will rebuild the Vista Interchange (the bridge was built in 1969) with a Single Point Urban design, which places a traffic light at the center and allows for protected left turns in each direction. The project is scheduled to be advanced to the PS&E phase in October 2008. Advertisement for contractor's bids is expected March 31. Construction is anticipated in summer 2009. This will add traffic capacity and accommodate future lanes on I-84.

Western Heritage Historic Byways Signage

- This Scenic Byways project will construct 4.5 miles of 5-foot shoulders (bicycle lanes) on both sides of Swan Falls Road south of Kuna from Nicholson Road to Kuna Mora Road. The Concept Report, Preliminary review, Environmental Evaluation and Design Study Report have been completed and approved. The PS&E package was submitted to District 3 April 1, 2009. ACHD can no longer meet their match requirements and have asked that the project be delayed until 2011.

Adams County

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in New Meadows Oct. 28 and Council Nov. 5, 2008. If you were unable to attend the meetings but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

Boise County

Idaho 21, Mores Creek Bridge

- This project will rehabilitate the existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation and other repairs and is scheduled for 2010. The existing bridge is eligible for the National Historic Register. The project is expected to advance to the PS&E phase in November 2009.

Idaho 21, Five Mile Creek Culvert

- This fish passage project is being funded through the U.S. Forest Service. The project is located near milepost 83 on Idaho 21 east of Lowman. This project is in the early stages of project development. A short-span bridge that would replace the existing culvert is being considered, along with stream rehabilitation. Construction is expected to begin in summer 2010.

Idaho 21, Milepost 60 to Clear Creek Bridge

- The pavement will be rehabilitated on 12.5 miles of Idaho 21 in this project. Construction is scheduled for 2011.

Idaho 55 Corridor Study

- Public meetings on Idaho 55 were held in Caldwell and Homedale in late 2008, and one is planned in Marsing at the end of March. An additional meeting may be held in Canyon County this spring as well. If you were unable to attend the meeting but would like to comment, suggestions or questions should be sent to comments@itd.idaho.gov.

Idaho 55, South Fork of Payette River Bridge

- This bridge deck repair project also includes repair of the approaches to the structure at Banks near milepost 79. The current program has this project scheduled for 2011 construction.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for 2010. The project will remove loose rock from the rockfall zone and may add netting to prevent falling rocks from entering the roadway.

Canyon County

U.S. 20/26, Corridor Preservation

- This is a Concept/Access Management study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The majority of this corridor is a two-lane rural roadway with a 55 mph speed limit. The land use along the roadway is mainly agricultural; however, an increasing number of residential subdivisions are being constructed. Right-of-way costs along U.S. 20/26 are escalating. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor. The draft Access Management Plan is being presented by COMPASS to their Board in November for approval in December.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/NEPA study. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. Idaho 44 lies in an important east/west corridor that connects Ada and Canyon counties. Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties. Land along the highway is being developed at a rapid rate. Farms and dairies are becoming subdivisions and businesses, creating more traffic. The project also includes a proposal for an alternate route at Middleton. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Public meetings were held Feb. 11 in Eagle and Feb. 12 in Middleton, with over 200 people in attendance.

I-84, Karcher Interchange to Five Mile Road Environmental Study (GARVEE)

- The project studies adding lanes and reconstructing four interchanges to relieve congestion and improve traffic flow. A preferred alternative will be selected, and right-of-way requirements investigated for additional lanes. This study should be completed in late 2009. Additional funding must be identified prior to construction. The Public Hearing was held on Dec. 4 and responses to comments are being prepared.

I-84, Franklin to Garrity Widening (GARVEE)

- This project will widen the existing interstate to three lanes in each direction between Franklin and Garrity interchanges in Nampa, and involves reconstructing the 11th Avenue Overpass. If future funding allows, construction could begin in September 2009.

I-84, Garrity Interchange Bridge Widening (GARVEE)

- This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on the interstate. Reconstruction of I-84 for about one-half mile each side of the bridge will be included in the project. The project is expected to be advertised in early fall pending funding, with construction in July 2010. The 11th Avenue Underpass structure, originally scheduled as part of this project, may be reconstructed separately.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in several locations in the fall of 2008, and a meeting are slated for Parma late this spring. Additional meetings on access management may be held in Payette/Fruitland this summer. If you cannot attend the meeting, comments, suggestions or questions should be sent to comments@itd.idaho.gov.

U.S. 95, Wilder South City Limits to Parma South City Limits

- The pavement on eight miles of U.S. 95 will be rehabilitated in this project, from the south city limits of Wilder to the south end of Parma. Construction is expected in 2012.

Elmore County

Idaho 51, Sheep Creek Road to Tindall Road

- This nine-mile pavement rehabilitation project, about 30 miles south of Mountain Home, is scheduled for construction in 2011.

I-84B, Old Highway 30, Mountain Home

- This is an intersection improvement project that will widen four legs of the intersection to accommodate left-turn lanes. Construction is scheduled for 2011.

Owyhee County

Idaho 55 Corridor Study

- Public meetings on Idaho 55 have been held in Canyon County this fall, and one is slated for Marsing in April. If you cannot attend the meeting but would like to comment, suggestions or questions should be sent to comments@itd.idaho.gov.

Idaho 78, Jct. Idaho 55 to Givens Hot Springs

- This project rehabilitates 11.5 miles of pavement on Idaho 78 from the junction of Idaho 55 to Givens Hot Springs. Construction is anticipated in 2011.

Idaho 78, Givens Hot Springs to Jct. Idaho 45

- This project rehabilitates 8.3 miles of pavement on Idaho 78 from Givens Hot Springs to the junction with Idaho 45. Construction is anticipated in 2011.

Idaho 78, Jct. Idaho 45 to Murphy

- This is an approximately nine-mile pavement rehabilitation project (an overlay from milepost 19.775 to 29.1). A quarter-inch of asphalt will be added to the driving surface. This road was overlayed and rehabilitated using the Cement Recycled Asphalt Base Stabilization (CRABS) method about 10 years ago, and this project will extend the life of the roadway and create a

smoother ride for motorists for the next decade. This route is primarily used by local traffic, as well as agricultural interests and trucks en route to the hazardous waste facility near Grandview. The project advanced to the PS&E stage in April. This project is scheduled to be built in late summer 2009.

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in Fruitland, Payette and Homedale in late 2008. If you were unable to attend the meetings but would like to comment, suggestions or questions should be sent to comments@itd.idaho.gov.

U.S. 95, Oregon State Line to milepost 16

- This project involves the rehabilitation of 16 miles of U.S. 95, from the Oregon State Line northeast into Owyhee County. Construction is anticipated in 2011.

U.S. 95, Jct. Idaho 55 to Homedale South City Limits

- This is a 7.5-mile pavement rehabilitation project. Construction is scheduled for 2010. A project is expected to get under way in April which will add three to six inches to the shoulders in that area in preparation for this project.

Payette County

U.S. 30, New Plymouth West City Limits to Jct. Idaho 72

- This two-mile pavement rehabilitation project goes through New Plymouth. The roadway is in poor condition, with transverse cracking. The project will extend the life of the road and improve the surface for motorists, avoiding more costly repairs at a later date. The guardrail at the Noble Canal Bridge will be updated, and several 60 to 80-year-old pipes will be repaired or replaced in the project right of way. The pavement will be overlaid and rehabilitated using the Cement Recycled Asphalt Base Stabilization (CRABS) method.

Idaho 52/Idaho 72 (1) Payette East City Limits to Jct. Idaho 72 (2) Jct. U.S. 30 to Jct. Idaho 52

- These are companion summer 2010 pavement rehabilitation projects. A thin overlay will be placed on about 14 miles of rural highway, including guardrail work on a canal crossing and some minor repair work around the Payette River Bridge to prevent further eroding around abutments.

U.S. 95, Payette River Bridge, South of Payette

- This U.S. 95 project will replace the northbound truss bridge (built in 1927) located on U.S. 95 between Fruitland and Payette. The new bridge will be two-feet higher off the water, will allow unlimited vertical clearance and be 84 feet in width, eliminating current safety concerns regarding width and height restrictions. It also includes minor roadway realignment to tie into the new bridge location. U.S. 95 is the main route connecting north and south Idaho. About 18,000 vehicles use this portion of the highway daily and by 2026 the volume is expected to be more than 25,000. The proposed new bridge would be constructed between the existing southbound and northbound bridges. The new bridge may be attached to the existing southbound bridge. This project was advanced to the PS&E stage in April, with bid opening in summer 2009. Construction is scheduled to start this summer, and will take about two years to complete.

U.S. 95, (1) North Payette City Limits to South Payette City Limits, (2) North Fruitland to South Payette, (3) Snake River Bridge to Jct. U.S. 95, Fruitland

- These three companion pavement rehabilitation projects encompass about six miles, and are scheduled for construction in 2010.

Valley County

Idaho 55 Corridor Study

- A public meeting on Idaho 55 was held in McCall Oct. 29, 2008 and one is slated for Cascade this summer. If you were unable to attend the McCall meeting, but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

Idaho 55, Gold Dust Road Turn Bay, south of Cascade

- This project will construct a left-turn lane on Idaho 55 for Gold Dust Road at milepost 112, about a-mile-and-a-half south of Cascade. Project construction is scheduled for 2010.

Idaho 55, Banks to Round Valley Rockfall Mitigation

- This is a rockfall mitigation project scheduled for 2010. The project may add netting to prevent falling rocks from entering the roadway, which will also include the removal of loose rock from the rockfall zone.

Washington County

U.S. 95 Corridor Study

- A public meeting on U.S. 95 was held in Weiser on Nov. 6, 2008. If you were not able to attend the meeting but would like to make comments, suggestions or questions should be sent to comments@itd.idaho.gov.

U.S. 95, Interchange Overpass in Weiser

- Design will begin soon on this 2010 bridge rehabilitation project, which will perform minor repairs on two adjacent four-span bridges on U.S. 95 Spur, built in the late 1950s. Bridge deck joints will be replaced, and it will include repair of some cracking or breaking in the bottoms of some of the bridge girders, as well as repair of metal bridge railings on both structures. The work will extend the life of the structures. One lane of the two-lane structures will be maintained for traffic. The project is expected to be advanced to the PS&E phase in fall 2009.

Projects Under Construction/Beginning Soon

Ada County

FY09 ACHD Overlays

This project will overlay various ACHD roads. This is a 90-working-day contract.

- Contractor: Nampa Paving & Asphalt Company
- Amount: \$498,607
- Est. Start: Late spring 2009
- Est. Completion: summer 2009

Merrill Park Boise River Bridge, Eagle (OFF SYSTEM)

This Transportation Enhancement project will construct a 187-foot pedestrian bridge across the north channel of the Boise River east of Merrill Park to connect the Greenbelt on each side. The city of Eagle is also participating financially in this project. The pre-fabricated bridge is expected to be placed in early May.

- Contractor: King Excavation (Caldwell)
- Amount: \$417,968
- Started: March 20, 2009
- Est. Completion: late May 2009

Idaho 44, Jct. Idaho 55 to Glenwood St. and Idaho 44, State Street to Chinden Blvd.

These two Idaho 44 (Glenwood St.) pavement rehabilitation projects will improve 3.7 miles of roadway: 2.4 on State Street between the Idaho 44/55 Junction and Glenwood Street, and 1.3 on Glenwood between State and Chinden Boulevard. These sections of State and Glenwood host approximately 43,000 vehicle trips per day, and that number is expected to increase to 62,500 by 2030. The roadway is deteriorated, cracked and rutted. This project will extend the life of the roadway and result in a smoother ride. This is a 45-working-days contract, and must be completed prior to the start of the Western Idaho Fair in late August.

- Contractor: Central Paving Co. Inc. (Boise)
- Amount: \$4,407,120
- Started: April 27, 2009
- Est. Completion: late June 2009

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening. The project includes delineators, signs, drums, pavement markings, and pavement maintenance. Two AWIS (Automated Work Zone Systems) will also be added in this project, which includes camera, radar speed detection, and variable message signs to relay messages to commuters regarding commute times, construction traffic control, and more. The cameras and cabinet foundations have been installed, and work on fiber optics is under way. The Ten Mile to Meridian project will be the first to utilize these technologies, and the coordination would be in effect throughout the remaining Garrity to Meridian projects.

- Contractor: Specialty Construction Supply (Boise)
- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

I-84, Garrity Interchange to Ten Mile Road, highway reconstruction (GARVEE)

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Lane reconstruction and temporary lanes with traffic shifts also are included.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$28,654,777
- Started: late October 2008
- Est. Completion: 2010

I-84, Ten Mile to Meridian Interchange reconstruction (GARVEE)

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this two-mile stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. I-84 eastbound traffic has been shifted to the north side for construction of the I-84 permanent eastbound lanes and irrigation crossings through the winter months. Construction of permanent westbound concrete pavement is complete. All traffic has been shifted to the new westbound pavement to create a work zone on the south side of the interstate for work to progress during the winter/spring months.

- Contractor: Knife River (Boise)
- Amount: \$29,611,140
- Started: Late May 2008
- Est. Completion: 2010

I-84, Orchard Street Interchange (GARVEE)

This project will rebuild the Orchard Interchange with a partial Diamond Interchange design. The existing interchange (the bridge was built in 1969) will be replaced with a new one positioned slightly to the west, with realigned, widened and extended on- and off-ramps. This project also includes improvements to the intersection of Victory Road, Wright Street and Orchard Street. Five lanes of traffic will be maintained across the bridge during the reconstruction of the Orchard Street Interchange. Crews will build 3/4 of the new bridge to the side of the current, during which times traffic will be maintained on the current bridge. When the new bridge is 3/4 complete, traffic will be switched to the new structure. This will add traffic capacity and accommodate additional lanes on I-84 in the immediate future. Currently, 20,000 vehicles per day use the interchange, and it is expected to grow to 36,700 by 2030.

- Contractor: McAlvain Construction Inc. (Boise)
- Amount: \$15,076,456
- Started: April 7, 2009
- Estimated Completion: summer 2010

Boise County

Idaho 21, King Road to Boise Basin Park (OFF SYSTEM)

During this project 2,850 feet of multi-use pathway south of and parallel to Idaho 21 will be constructed, beginning at Main Street in Idaho City and extending east to Boise Basin Community Park. This project is based on a 2004 Transportation Enhancement application. The trail will be 10 feet wide, and intended for equestrian, bicycle, walking, and non-motorized activities. Idaho City is also participating financially in this project.

- Contractor: Granite Excavation Inc. (Nampa)
- Amount: \$95,109
- Started: May 5, 2009
- Estimated Completion: late May 2009

Canyon County

U.P.R.R. 16th Avenue Bridge, Nampa (OFF SYSTEM)

This project involves the repair of the bridge deck on a four-lane bridge, and includes replacing expansion joints and performing sidewalk replacement repairs on a quarter-mile section of 16th Avenue. This is a 105-working days contract.

- Contractor: Idaho Construction Company Inc. (Kimberly, ID)
- Amount: \$1,049,780
- Started: April 6, 2009
- Estimated Completion: August 2009

Intersection Franklin & 21st Ave., Chicago to Franklin, Caldwell (OFF SYSTEM)

This project involves reconstructing the three-lane 21st Avenue into a five-lane urban roadway. The work includes excavation, base, pavement, siphon culvert structure, storm-sewer drainage, curb & gutter, sidewalk, and ADA (Americans with Disabilities Act)-compliant pedestrian ramps. This is a 120-working day contract.

- Contractor: Central Paving Co. Inc. (Boise)
- Amount: \$2,597,084
- Started: Nov. 3, 2008
- Est. Completion: July 2009

Intersection Logan Street & 10th Avenue, Caldwell (OFF SYSTEM)

This project will reconstruct the intersection, adding turn lanes and replacing the traffic signal, controllers and cabinet. This is a 90-working-day contract that must be under way by April 1.

- Contractor: WF Construction & Sales (Meridian)
- Amount: \$284,001
- Started: April 22, 2009
- Est. Completion: June 2009

Indian Creek Bridges, Caldwell (OFF SYSTEM)

This project off the state highway system will repair two bridges (the 11th And 21st Avenue bridges) spanning Indian Creek in Caldwell. The 11th Avenue Bridge – a steel structure - passes under a residential intersection. The 21st Avenue Bridge – a concrete structure - serves a well-used route between the freeway and the College of Idaho. Approach work, with sidewalk, curbing and gutter will also be included.

- Contractor: Braun Jensen (Payette)
- Amount: \$2,278,000
- Est. Start: late May 2009
- Est. Completion: late October 2009

I-84, Garrity to Meridian, Corridor Traffic Control (GARVEE)

This project will be for all of the traffic control coordination in the Garrity to Meridian construction corridor, a six-mile stretch of roadway, during the I-84 reconstruction and widening. The project includes delineators, signs, drums, pavement markings, and pavement maintenance. Two AWIS (Automated Work Zone Systems) will also be added in this project, which includes camera, radar speed detection, and variable message signs to relay messages to commuters regarding commute times, construction traffic control, and more. The Ten Mile to Meridian project will be the first to utilize these technologies, and the coordination would be in effect throughout the remaining Garrity to Meridian projects.

- Contractor: Specialty Construction Supply (Boise)

- Amount: \$5,066,081
- Started: May 2008
- Est. Completion: summer 2010

I-84, Garrity Interchange to Ten Mile Road, highway reconstruction (GARVEE)

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. Lane reconstruction and temporary lanes with traffic shifts also are included.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$28,654,777
- Started: late October 2008
- Est. Completion: 2010

I-84, Ten Mile to Meridian Interchange reconstruction (GARVEE)

The roadway will be reconstructed and widened to accommodate a third lane in each direction in this two-mile stretch, part of the third-lane addition that will eventually travel from Meridian to Garrity on I-84. I-84 eastbound traffic has been shifted to the north side for construction of the I-84 permanent eastbound lanes and irrigation crossings through the winter months. Construction of permanent westbound concrete pavement is complete. All traffic has been shifted to the new westbound pavement to create a work zone on the south side of the interstate for work to progress during the winter/spring months.

- Contractor: Knife River (Boise)
- Amount: \$29,611,140
- Started: late May 2008
- Est. Completion: 2010

Elmore County

I-84, Pavement Surface Treatment

This I-84 project is a chemical application project to prevent further deterioration of the concrete pavement from Mountain Home to Hammett. Several applications of oil will seal the cracks in this 24-mile stretch, from milepost 90 to 114.

- Contractor: American Civil Construction (Benicia, Calif.)
- Amount: \$2,435,554
- Est. Start: mid-May 2009
- Est. Completion: summer 2009

Owyhee County

U.S. 95, Snake River Bridge, Homedale

This project will rehabilitate and overlay the bridge deck, which consists of two 16-foot travel lanes with a sidewalk on the west side. The bridge was built in 1969, and no work has occurred on this structure since. An extra inch will be added to the bridge deck during the overlay, the approaches on both the north and south ends will be repaved for 50 feet, the bridge joints replaced, and one of the piers patched. Fifty feet of curb and gutter will be replaced, and 27 feet of guardrail will be reset. During the work, one lane will remain open.

- Contractor: Concrete Placing Co. Inc. (Boise)
- Amount: \$638,815
- Started: March 15, 2009
- Est. Completion: Mid-May 2009

Payette County

Pedestrian Path Enhancement, New Plymouth (OFF SYSTEM)

This Transportation Enhancement project will reconstruct 987 feet of sidewalk and construct ADA (American with Disabilities Act)-compliant ramps through downtown New Plymouth. The City of New Plymouth is also participating financially in this project.

- Contractor: Diamond Contractors LLC (Eagle)
- Amount: \$256,759
- Started: March 16, 2009
- Est. Completion: mid-May 2009

7th Avenue North, Payette (OFF SYSTEM)

In this Local Highway Technical Assistance Council project one-half mile of 7th Avenue will be rebuilt and widened with new curb and gutters, also adding pedestrian ramps per ADA (Americans with Disabilities Act) standards. Some sidewalk and bike lanes also will be completed. The bridge over the irrigation canal also will be repaired, and drainage improved for residents. 7th Avenue North is the road that leads to McCain Middle School and the WICAP Headstart. The street will be completely closed to traffic during construction. Construction will extend from the intersection of 7th Avenue North and U.S. 95 about halfway to the intersection at Iowa Avenue.

- Contractor: Knife River (Boise)
- Amount: \$1,459,211
- Started: Dec. 2, 2008
- Est. Completion: early July 2009

Valley County

Idaho 55, Main Street, Donnelly

This half-mile project consists of a left-turn bay onto Roseberry Street (mp. 131) and a two-way left-turn (center turn) lane through town, starting at Boulder Creek Bridge. The project also includes minor sidewalk additions, drainage improvements, and traffic-access control. Construction is expected to begin later this summer.

- Apparent Low Bidder: Valley Paving & Asphalt (Cottonwood)
- Amount: \$975,114
- Est. Start: late June 2009
- Est. Completion: mid-September 2009

Idaho 55, Smiths Ferry to Round Valley Resurfacing

A pavement rehabilitation project from milepost 97 to 102 is expected in spring 2009. In that project, which starts about 500 feet south of Cougar Mountain Lodge and goes to the Round Valley area, crews will mill off the top 3 inches of surface and inlay 3 inches of new asphalt material. The project will not address any approaches or any realignment. The roadway travel surface is the worst of any surface in the SH 55 corridor; the surfaces on either end of the project have already been addressed. Within a few days of the completion of this project, the project surface will be seal coated, along with the stretch of roadway north from Round Valley Creek Road to the Clear Creek Lodge resurfaced two years ago. Construction is expected to start in mid-May and finish in early August to accommodate the seal coat. No weekend or Holiday work is anticipated.

- Contractor: Staker & Parsons dba Idaho Sand and Gravel (Nampa)
- Amount: \$1,494,141
- Est. Start: mid-May 2009
- Est. Completion: early August 2009

Washington County

Superior Street/Mill Road, Cambridge (OFF SYSTEM)

This project, off the state highway system, involves improving 1,300 feet of roadway at the north end of town and replacing the existing bridge on Rush Creek with a new single-span bridge. To improve drainage, the two-lane roadway is going to be paved curb-to-curb, with curb, gutter, parking stalls and sidewalk work included. Although ITD is administering the contract, the project itself comes under the jurisdiction of the Local Highway Technical Advisory Council (LHTAC).

- Contractor: Hap Taylor & Sons Inc. dba Knife River (Boise)
- Amount: \$922,499
- Est. Start: July 2009
- Est. Completion: Late Oct. 2009

U.S. 95, Midvale Hill Rest Area

This project will upgrade the rest area on U.S. 95 at Midvale Hill. The project will rehabilitate the existing rest area (built in 1987) and caretaker facilities, create additional truck parking, and include other repairs. The rest room building will be completely torn down and rebuilt. The rest area will be closed during this project, and signs will be posted in Cambridge and Weiser to announce the closure. No temporary facilities are planned.

- Contractor: WF Construction & Sales LLC (Meridian)
- Amount: \$1,436,640
- Started: March 2, 2009
- Est. Completion: August 2009

U.S. 95 Spur, Snake River Bridge, Weiser

This project replaces the Snake River Bridge connecting Annex, Oregon to Weiser. The bridge was built in 1903, with an additional span added in 1911. Traffic signals were added in 1949. In the 1950s, the bridge was replaced, and that is the one being rebuilt today. When completed, the new bridge will be 16 feet wider and able to carry heavier traffic volumes. In addition, the road on both sides of the bridge will be reconstructed. New curb, gutter and sidewalks will be reconstructed on the Idaho side of the bridge. This project is currently several months ahead of schedule.

- Contractor: Sletten Construction (Boise)
- Amount: \$10,015,956
- Started: March 10, 2008
- Est. Completion: Early Winter 2009

*For current driving information on Idaho highways,
visit 511.idaho.gov or dial 5-1-1.*

